
ADMINISTRATION REPORT

OF THE

I. S. TRANSPORT CORPS

JAIPUR

1893-94 to 1902-03.

Jaipur :—Printed at the Raj Press.

Report on discipline and interior economy of the I. S. Transport Corps Jaipur.

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Under orders from the Government of India, I came to Jaipur and assumed command of this corps on the 25th December 1890. The complement of the corps was 1,000 ponies 500 carts, and 695 men. Captain afterwards Lt. Col. Tate, now dead, was the inspecting officer. The number of ponies as then borne on the roll was, 333, with no sign of Lines or any other quarters, for the animals or men, and, which buildings were, with few exceptions, commenced, rapidly pushed through and completed during my time, under the able superintendence of Colonel now Sir Swinton Jacob the State Engineer. The ponies were picketted in an open enclosure, formerly used by the State authorities for breeding purposes. The place was most arid and dusty, surrounded on all sides by sand dunes and deep hollows, with no trees and vegetation to be seen. Westward the stable enclosure there was a sand-hill, in close proximity, which contained deposits of litter of days of long ago, and which sent forth a horrible smell when the wind blew. *This was the true picture of the place as it then existed.*

2. First of all, I set about clearing the place of its insanitary surroundings by filling up the hollows and demolishing the sanddunes, in view to securing a levelling of the ground. For this purpose, I employed my men and animals, so that not a pie on this account was entailed on the State though such operations lasted for months. What I did was this, that new ponies instead of being put into Ghasitas, as is commonly done for breaking in the new ponies, were put into racks by me, for the purpose of removing the earth of the sand-dunes to the hollow places, and for otherwise evening the ground; thus a double purpose was served, that is, firstly, a large amount of expenditure was saved, and, secondly, the training was secured at no cost or trouble. The ground when thus levelled had become loose, to harden and hammer which, a certain number of elephants had been placed at my disposal by the Raj, at my request, to do the necessary trampling. To prevent the sand shifting, the

ground was further strewn with fresh litter, which served to keep the soil firm. By the process, as described above, the sand which used to form itself into dunes formerly carried by the winds, was thus brought under control. This when done, plants of sorts were planted in hundreds within the area of the Lines, Shisham plants particularly were planted in a larger number, with a view to utilise the wood when ripe for repairing purposes of the carts. This whole plot of land, on which stand now the Lines and a score of other buildings, together with nullah and a portion of land on the other side of it, was an appurtenance of the Bassi village, and held by one Bejai Lal, in lieu of an annual allowance of Rs. 100 granted him by the State. This goes to prove, that the estimated income of the place in question, at the time it came under my charge, was Rs. 100 only.....an admirable contrast now.

3. Out of the complement of 500 carts, only 100 had been got from the Government Factory Fattahgarh, before my assumption of command of the corps, a cart costing about Rs. 200 apiece. These carts were made of Chir wood, with the exception of wheels which were made of Babool. The nave, also, was made of wood, with four iron bands fastened round it. Repair and expense were great, as the naves gave way generally by the bands getting out loosened by contraction of the wood, and the Chir wood by exposure deteriorated. Some more carts were constructed at Jaipur under a contract system, but entirely of Shisham wood, with naves made of iron. This arrangement was apparently far better than the first, but, still, I had observed repairs were considerable. It then struck me of designing a cart, to be made of iron, which should be lighter in weight, and stronger and cheaper in construction, and fortunately I succeeded in making one, which has throughout proved a signal success. The advantages, which my cart claims to possess over the A. T. Cart, are enumerated in the list attached as appendix I. Before the complement of the corps had been completed, the corps was ordered out for the Chitral Expedition; by way of trial, I took a few carts of my pattern, which I had got made for experimental purposes. The wooden carts were in one way a source of great trouble to me, as the bolts and nuts not infrequently went out of order, on the carts being dismantled

and then put together, and, besides, other repairs were order of the day. The cart of my design stood a thorough test and worked admirably well, the only defect that I had found with it then, lay in the shafts made of galvanised iron pipes, which were, on return, from the expedition, substituted by tee iron. The next test, for my cart, when a greater number of such carts had been made was in the Tirah Expedition, where the roads were more rough and rugged, and the pressure of work tremendous, but, all the same, the carts worked far beyond my expectations, and a large amount of repairing materials, which had been taken with, all, with few exceptions, was brought back.

4. On my arrival I found Babu Rakhal Chandra, a Bengali gentleman, as sole contractor for the supply of gear and equipment. He had made some 300 sets of gear, one and all with one flaw or another, so the whole lot had to be rejected. The pads were smaller in size, and stuffed with carpet cuttings, and equally defective in one way or another were the other components. A second order, for the same number of sets was given him, but with as little or no success as before, so the opening of workshops in the Lines became inevitable, and the required equipments were made departmentally, at almost as much as half the rates allowed to the contractor. The heel ropes for the animals as supplied by the contractor, were made of Sutli cord with cost at about Rs. 2 a set, and I had found, broke too frequently, to remedy which heel chains were introduced by me, likely to last at least ten years at about half the price.

5. Service in this newly-raised corps, was not at all popular with the people at first, as they regarded the duties as best adapted to the needs of the lower classes, while the better castes considered it below their rank to enter it. As a matter of necessity the start was made with the low classes, and those who came forward for enlistment were taken in. Every consideration was shown to them, and moreover, the manifold advantages incidental to such service were always being impressed on them, so that their spreading a glowing account of the servire among the general masses, may serve an incentive for the better classes to recruit. This line of policy pursued by me, produced a salutry effect, as in due course of time, a few men belonging to Rajput and Jat classes were

brought in by recruiting agency and enlisted. At convenient intervals, I sent out recruiting parties in the district, holding out hopes of promotion to those who brought in a certain number of a certain class of recruits, and, thus the recruiting difficulties, which had at first appeared insurmountable were overcome, while by slow and ingenious methods of policy the low-class element was eliminated. Another difficulty encountered was in the matter of discipline, to which the men appeared to be peculiarly indifferent, as after doing the necessary grooming and feeding they used to leave the Lines without permission, just as it were, beyond grooming and feeding they had no other duty, to remedy which irregularity restrictive measures had to be carried out but with extreme moderation. They were, first by way of amusement, set to learn drill, and by and bye other duties ; the rudiments of discipline so essential for the recruits were gently but steadily infused into them, and, which happily began to germinate. In this way, gradually, the men became thoroughly amenable to laws of discipline. A certain number of men in each troop was, further, made to learn the art of rope making, eye fringes and petty repairs in the workshops, so that in the unavoidable absence of artificers the men should do the repairing themselves.

6. The corps has seen active service in two campaigns, viz., the Chitral and Tirah. In recognition of good service done in the Chitral Expedition, Major Tate, the then Inspecting Officer, got Lieut. Colonelcy, and myself the decoration of the Order of British India, second class, while H. H. the Maharaja Sahib got an addition of two guns to his salute of guns, to mark the appreciation of which honour His Highness was pleased to increase the strength of the corps by 200 ponies and 100 carts more. My going to England in 1897, to join the jubilee celebrations of Her Most Gracious Majesty the late Queen-Empress, obtained for me the promotion to 1st Class Order of British India, while for good service in the Tirah Expedition H. H. the Maharajah Sahib got a G. C. I. E., and I had the good luck to be made a Companion of the Indian Empire, by the bestowal on me of the insignia of C. I. E. The work done by the corps during the Great Famine 1899-00 was not a whit less than what it had done in two

previous campaigns, and which was recognised by the Government of India by conferring on me the honour of Kaiser-i-Hind-Medal 2nd class. An elaborate account of the work done by the corps during the above famine will be found in my report on that famine. The corps also did good and hard work during the Delhi manœuvres held in honour of the coronation of His Most Gracious Majesty the King-Emperor.

7. I think it as well to note down below, the various inventions that I made from time to time since I joined this corps. They are :—

- (1) Double Harness Folding Cart ; it displays 21 distinct working positions. Twelve such carts were sent to England one of which was taken with by H. R. H. the Duke of Connaught, an account of their working will be found in appendix 2. One cart was also sent to the late General Sir Symons, during the recent South African War, at his request, as the said General had personally seen the carts work so well in the Tirah Expedition.
- (2) Water Cart, again Boiling cart to supply hot water while on the move.
- (3) Kitchen Cart for Native Troops apt to prepare Dal and Chapatis at one and the same time as it goes along. The hearth is portable and folding and can be loaded on a pack pony when the road is not fitted for wheeled transport.
- (4) Cooking Cart for British as well Native Troops ; with one compartment to yield tea or soup at one time ; with two compartments to turn out tea and soup or as alternative food Dal and rice at a time. All in a moving position.
- (5) Single Harness Folding Cart...is intended for rapid movement and works in four different positions (a) Ordinary transport cart (b) Trap (c) Ekka (d) Mess cart.
- (6) Ambulance Tonga.....is meant for rapid movement. It provides for every necessity and even extra comforts and develops varying positions viz: 15.

- (7) Field Trunk—can be carried alike on the Tonga for medicines and kits of the sick and wounded in a pair, and on a pack mule or pony when the road is too bad for wheels. An operating table or a dinner table can be made out of the top and sides of two such trunks.
- (8) Pack Saddle—can be used with simple adjustments as a draught, a riding, and an ambulance with a back or a all round support for a crippled man to prevent his falling off, and lastly a water pakhal saddle.
- (9) Field Stretcher—fits alike the cart, tonga and pack pony. It can also be adjusted to a pair of small wheels and wheeled along by one man. Ambulance saddle and folding stretcher combined.
- (10) Jhool—has been adopted for the Cavalry Regiments of the Indian Army by G. O. C. C. 1039 of 1901.
- (11) Hand Plough—was most useful in tilling the lands during the Great Famine 1899-00.

8. The corps now consists of eight troops, giving a total of 771 men 600 carts, 16 ambulance tongas, 1200 ponies and 85 followers. The arm carried by the Native officers and the N. C. Os. is Webby pistol and a sword, and that carried by the drivers a short spear while on active service. The uniform is dark green and khaki with red facings. The transport carts are of my pattern and made entirely of iron with the exception of wheels and are so arranged that 30 can be packed in one truck, on a broad-gauge and 17 on a narrow-gauge railway. The Ambulance section of this corps for the present is composed of four methods of conveyance, and in the following proportions of which about half has been completed :—

	Ordinary cases.	Serious cases.
1st—30 Ambulance carts of two beds each to carry	120	60
20 „ „ with four seats each to carry	80	40

	Ordinary cases.	Serious cases.
2nd—50 light single harness carts to carry	200	50
3rd—25 Ambulance tongas to carry	100	50
4th—200 „ ponies to carry	200	100
Total ...	700	300

With the completion of the Ambulance section, the corps will be capable of carrying from 300 to 700 sick and wounded in the field so far as the ambulance section alone is concerned, although the entire transport carts are so adapted as to be fitted up as ambulances, as a temporary measure, in case of emergency. A certain number of men in each troop are being trained in First Aid, in accordance with the rules and system of the St. John Ambulance Association. Appendix 4 is an extract from the report for the year 1903-4 of the Indian Branch of the St. John Ambulance Association which relates to this ambulance and other arrangements of the corps.

9. In 1892, an extra duty devolved on me in connection with the management of certain State Birs (Grass-lands) and the arrangement of grass supply for the corps with which was charged formerly the Forest Department of the State. The improvements made in and the income derived from those grass-lands form the subject of a separate report, in the shape of a review attached as appendix 5. It may be as well to state here, that ever since the grass arrangements came into my hands, judging from the rates allowed to the Forest Department by the State Council, there has been a saving of Rs. 3,76,101-1-9 under arrangements initiated by me.

10. The post of Assistant Superintendent is a most important one but unfortunately a qualified man could not be got. First one man was nominated by the Durbar, but after a short period of probation he was proved to be unfit for the post and had consequently to go away. Another chance was given to another man but with as little success as before. Realising this difficulty and the rampant bad feeling the late Chief Member of Council, the late Rao Bahadur Babu Kanti Chandra Mukerji, C. I. E., suggested the advisability of get-

ting a qualified and a trustworthy man from the Transport Department of the Government of India, and on my laying before him a list of the Transport Agents, he selected Lala Mool Chand, the present incumbent, as best suited for the appointment. Before the selection had been made, I informed the late Rao Bahadur of the relation the accepted candidate bore to me. Lala Mool Chand was at that time on special duty at Gilgit, and had seen active service in the Soudan, Miranzai and Black Mountain Expeditions, and had earned a good name for himself throughout. He was communicated with and at my request accepted the offer provided the Chief (Comst. Officer) on special duty at Kashmir agreed to it. After a good deal of telegraphic correspondence, the said officer granted him a year's furlough without allowances, after the expiration of which his services were permanently retained by the Durbar. His starting pay was fixed at Rs. 75 a month, with promise of rapid promotion. He acted as Superintendent during my absence to England on occasion of the Diamond Jubilee of Her Most Gracious Majesty the late Queen-Empress. Soon after my return from England, the corps was ordered out for the Tirah Expeditionary Force, and Lala Mool Chand was attached to the 2nd Brigade, and after the break-up of the field he was mentioned in very eulogistic words by the Commandant of the 2nd Queens Regiment and the late General Symons. In 1902 I again went to England ; this time with H. H. the Maharajah on the auspicious occasion of the coronation of His Most Gracious Majesty the King-Emperor ; Lala Mool Chand again acted as Superintendent during my absence and on return I found everything in apple-pie order.

11. The pay as originally laid down for the men was comparatively low, judging by the scale of pay given to ranks of other such cadres in India. The initial pay of a driver, for instance, was Rs. 5 rising to Rs. 6-8-0 after three years ; the payment was fixed in Jaipur currency. Although the pay, to all appearance was far from attractive for good recruits, yet, as far as practicable, I managed to keep the corps in a thorough state of efficiency, and all ranks were quite content and happy. Twice did they see active service, firstly, in the Chitral and secondly in the Tirah Expedition. The corps had also joined

the Delhi Durbar Manœuvres. In 1900 the silver began to depreciate and with it commenced the fall in value of the State rupee. The falling off went on till at last the exchange stood at Rs. 36 for converting a hundred Jaipuri rupees into an equivalent of British coin, viz, 136 Jaipur rupees fetched one hundred British rupees. This hit the men hard, as the pay of a driver ran down to about Rs. 4, and in the same ratio suffered the rest of the corps. This produced quite a ferment and the situation at one time became virtually grave. Desertions and applications for discharge were not infrequent, but, despite all this, by sound methods of policy I was able to keep the men well in hand, without in any way impairing the efficiency of the corps. Meanwhile the Bhart-pore Durbar had offered to raise a Transport corps, for Imperial purposes, and which offer was accepted by the Supreme Government. It was then and not before that Major Turner the then Inspecting Officer, while collecting data for drawing up a scheme for the corps in question, came to realise the real state of affairs and proposed a slightly revised scale of pay which the Durbar was pleased to sanction with effect from the 1st September 1903. It was nothing short of a crisis, and how I managed to tide over it for well nigh three years, with an anxious heart, may be better imagined than described. I could have pulled on for a longer period still, had it not been for the raising of the above corps. Also British coin was substituted for State currency with effect from the above date.

12. Two villages of about hundred huts each were founded by me. One is in the vicinity of the Transport Lines and now forms the family quarters for men of the corps. The other is about six miles distant from the city and is situate on the grand trunk road to Agra. A large well combined with Baori, (well with downstairs) more than a century old has been unearthed there and brought into public use. For the benefit of the way-farers as well as the villagers ten shops with a night shed for the travellers, ranged on both sides of the road, have been constructed. Formerly men and animals using this road suffered much on account of scarcity of water ; that want has been supplied now. For animals a masonry trough has been provided on the roadside, while it rests

with the passengers either to fetch water from the well themselves or obtain a drink from the water-man in waiting. The income derived from rent of shops and other sources comes to Rs. 220 a year, and shall increase by and bye. Here now hundreds of men and animals find rest at night and the bazar provides all the necessaries for them. This village outskirts a Bir (grass-land) in my charge and the residents are employed for cutting the grass. This is a source of convenience for the corps and of relief to the village people. New settlers have to provide for construction only, wood and grass for roofing and thatching are supplied out of the Bir free of charge. In due course of time, the place will become a valuable asset of the State, and shall yield a good revenue. All this has cost the State practically nothing.

13. The year 1901 was eventful for the corps, as Rao Bahadur, Babu Kanti Chandra Mukerji C. I. E., the Chief Member of the State Council who took unusually keen interest in the affairs of the Corps suddenly passed away. In him the corps has lost one of the best advocates of its cause. Also one Dal Chand, a grass supervisor of this department, whose duty it was, to superintend the grass cutting operations in the various Birs and to supply grass for the corps, was caught misappropriating State money and handed over to the State judiciary, on a charge of embezzlement for trial. The case was quite clear, and one that could be decided in a day or so, because everything was in white and black by the pen of the accused himself, but the trial was unusually protracted, and when at last the sentence of imprisonment had been passed on the accused, it was quite inadequate compared with the nature of the crime committed by him. The accused had lodged a personal security of a well-to-do relative of his before appointment to this post. It is a painful episode in a sense.

14. The economic condition of the corps may better be judged from the following statement demonstrative of the savings effected by a

careful management of the expenditure. The figures represent British currency.

Year.	Budget Estimate.	Actual Expenditure.	Savings.
1893-94	2,18,230-1-8	1,26,971-9-11	91,258-7-9
1894-95	2,31,022-12-2	1,32,681-12-9	98,340-15-5
1895-96	2,59,506-4-11	2,33,231-1-11	26,275-3-0
1896-97	2,61,255-14-10	2,28,171-9-3\	33,084-5-7
1897-98	2,78,640-8-4	98,687-13-1	1,79,952-11-3
1898-99	2,84,137-13-7	2,45,183-10-6	38,954-3-1
1899-00	2,67,718-15-6	2,44,302-5-10	23,416-9-8
1900-01	3,35,709-0-8	1,98,020-8-4	1,37,688-8-4
1901-02	2,78,592-1-9	1,54,415-6-8	1,24,176-11-1
1902-03	2,80,657-4-11	1,85,482-8-6	95,174-12-5
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Total	26,95,470-14-4	18,47,148-6-9	8,48,322-7-7
Add savings in Grass Account as per Appendix			3,76,101-1-9
Add Miscellaneous Surplusses &c.			18,593-15-2
			<hr/>
Grand total			12,43,017-8-6

The amount as shown above is, on account of savings up to end of 1902-03 ; for two years more have yet to be accounted for and added when worked out. I have left alone the money spared preceding the year 1892-93, as the system of the submission of Budget Estimates commenced from this year, and if savings for the period prior to it be worked out and taken into account, as I think they should, the amount will increase considerably more. No doubt a good amount was saved by the corps being ordered out for active service in the Chitral and Tirah Expeditions, but it must be remembered that on occasions like these, charges that could not have been incurred under ordinary circumstances come into existence and either wholly or partially absorb the savings effected in one direction. I remember that during the organisation of the corps, an understanding on my motion had been arrived at with the late

Chief Member of Council, the late Rao Bahadur, Babu Kanti Chandra Mukerji through the medium of Colonel Tate deceased, the then Inspecting officer; that any saving effected in the budgetted amount of expenditure by me would be placed to credit of the corps, by its investment in G. P. Notes or some other sound and reliable concern likely to bring a good return of interest. I have reason to believe, the confidential archives of the State contain a writ to that effect.

In making the above suggestion at the very outset I had been actuated by an innate desire to make the corps, in due course of time, self-supporting with the interest of such investments when sufficient funds had been collected.

The interest likely to return on the present figure of savings viz. Rs. 12,43,017-8-6 irrespective of the unaccounted for additions alluded to above, taking the lowest rate to be Rs. 4-0-0 per annum will come to Rs. 50,000 in round numbers. In Jaipur itself there will be a good many Jagirdars, who on the security of their landed property may willingly offer to pay Rs. 8 or 9-0-0 per annum if the amount be placed within their hail. The proposed measure if carried through, will bring the present figure of savings with the prospective yearly savings and annual accretions of interest added to it, taking the rate of interest to be at Rs. 4, to double and if at Rs. 8 per cent per annum, to treble the amount within the next ten years. I need not enlarge on the importance of the proposed scheme as its advantages are ostensibly self-evident, as the State on the one hand, by and bye, will be relieved of the burden of upkeep of the corps while on the other hand the corps may well cherish the pride of self-dependence brought about by exercise of economy combined with that of perfect immunity from the trammels of red-tapism.

15. His Highness the Maharajah takes the deepest personal interest in the affairs of the corps, and has always proffered a helping hand, and it is no disguising the fact that the corps could not have attained to the present state of efficiency had it not been for his generous support.

16. As regards the general efficiency of the corps I need not say any-

thing more than to refer to a few inspection reports etc a copy of which is appended as appendix 6 to enable an idea being formed of it.

17. The conduct of the corps has been very manly throughout and their behaviour most soldierly and excellent. Whether in time of war or in time of peace they have done their duties without any demur and with a will characteristic of a real soldier. The corps primarily is intended for the defence of India and in peace time it is used for State purposes.

JAIPUR,
31st December, 1905. }

(Sd). DHANPAT RAI,
Superintendent I. S. Transport Corps.

APPENDIX I.

*Dhanpat Rai's new pattern Cart has the following advantages over the
A. T. Cart now in use.*

- (1) Much more durable.
- (2) Cheaper in price.
- (3) Much stronger i. e. the materials used for its construction, after such a severe test and experiment of years, that there will be no occasion or very seldom opportunity will occur when any component part of the cart will break and even that by a serious accident.
- (4) Its keep is very cheap as it does not require repairs too often and even that very slight and can be done at very unexpensive cost.
- (5) Its construction is so simple that any ordinary artificer can repair it or make a new one altogether.
- (6) The materials used for making the cart, are so common that they can be had locally if required for repairs, in any part of the world, without any difficulty.
- (7) Mantling and dismantling of the cart can be done within 3 minutes.
- (8) Greater number of the carts can be loaded in a Railway truck (17 on a narrow gauge and upto 30 on broad one).
- (9) No cart shed is required for these carts to be packed in.
- (10) Hundreds of these carts can be stored on a very little space and even that in an open place or in open air.
- (11) Greater number of these carts can be loaded on boardship on a very little space.
- (12) These carts can be loaded very neatly and systematically in Railway trucks as well as on boardship without a slightest difficulty.
- (13) It takes very little time in loading them in Railway trucks as well as on boardship and subsequently disloading them and these two points were very carefully attended to, at the time of their construction.
- (14) In a time of need these carts can be utilized by folding in their sides for defensive purposes by making them into a Zariba.

- (15) In time of war greater number of carts, can be despatched in less number of Railway trucks, thus it will facilitate an immediate start to the place of action.
- (16) It carries 25lb cold water in a chhagal suspended from the axle bed and a net behind it for linegear, 3 days rations for 2 ponies and 3 days kits, cooking utensils &c., of the driver.
- (17) It can very early be converted into Ambulance, water and cooking carts.

Note.—Taking in view its occasional repairs and making no separate shed for their protection and despatching more carts in less number of trucks and loading more carts in a small space on a boardship, all will combinidly make the keep of the carts awfully cheap.

APPENDIX II.

170

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172
173
174
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An extract from a letter dated Nottingham the 30th June 1903 from

Col. L. Rolleston D. S. O.

My dear Sir,

I am glad to say the carts arrived in time and we showed them well all over Aldershot camp where they attracted great attention which I hope may be productive of good results. The Principal Medical and Transport officers asked me to allow them to go especially to Head quarter to be inspected which I did and General Dauglas also took a good deal of notice of them so that they are thoroughly brought before the notice of the authorities here now.

The ambulance is certainly greatly improved and now works capitally.

An extract from a letter of London the 2nd June 1902 from the Honorable

Lord Arthur Cecil.

My dear friend,

Your cart is going to Camp with me and I trust to be able not only to report its complete success in this country but to bring it to the special notice of the War Office officials.

An extract from letter dated Nottingham the 29th June 1904 from the

above officer.

My dear Sir,

We had the carts out again this year and they were much admired by General Randle and Colonel Marling and other officers though I am sorry to say the war office is so slow to adopt any thing new that we have not yet been able to persuade them to adopt them. However it might happen any day.

Extract from private letter dated Onslow Square S. W. London 9th Nov.

1904 from Sir Curzon Wyllie K. C. I. E, to Rai Bahadur Dhanpat Rai,

C. I. E. Sirdar Bahadur.

Album of your inventions.

The Photographic Albums have been shown to a large number of our friends in England and have been greatly admired. Military men being specially interested in them.

*Extract from a private letter dated Watnall Hall Nottingham the 10th May
1905 from Colonel Lancelot Rolleston to Rai Bahadur Dhanpat Rai,
C. I. E., Sirdar Bahadur.*

* * * * *

The carts are doing capitally and I lose no opportunity of exhibiting them to Generals and Inspecting Officers and I have great satisfaction in enclosing to you a most flattering remark on them in a copy of our Official Inspection report of last year in which Colonel Marling recommends them for the army generally. I fear however that our Authorities have so much on hand just now that they are very slow to move in such matters.

*Extract from the Annual Inspection Report for 1904 of the South Nottingham
Hussars by Lieut. Col. P. Marling 18th (PW) Hussars.*

* * * * *

The regiment has extremely good transport consisting of Jaipur Carts which are the property of the regiment. I think they might be adopted with advantage in the army.

APPENDIX III.

*Copy of a private letter from Lt. General B. Blood, K. C. B. Commanding
the Punjab Force Camp Panipat 2-12-02 to Dhanpat Rai.*

My dear Rai Bahadur Sahib,

I was very pleased to get your letter yesterday, and to see the tonga, you sent me to try, I drove up in it yesterday from the station, and my Military Secretary and A. D. C., and I came in from a point 5 miles off in it today. It is most comfortable and easy running, and I should think is sure to be a success. I hope you are well and that I shall see you soon.

Dhanpat Rai lent us a water cart for the Darbar.

We found it most useful. Hot water was kept ready all day in it from 5-30 A. M., to 10 P.M. The expenditure of wood was about 25 seers a day.
14-1-03. (Sd). H. G. STAINFORTH, CAPTAIN.

I have seen Dhanpat Rai's Water Cart at work in our Mess and think it is a most excellent invention. Hot water was always forth coming. The water is very quickly heated and the expense is small. I am sure it would be most useful on field service for Hospitals, as hot water would be ready at any time, on the march and in camp. It would certainly be given a trial.

Warming 7 maunds water requires 6 seers wood.

Hot 12 ,,

DELHI, } (Sd). E. M. HUGHES, CAPT.
15-1-03. }
14th Cavalry.

Copy of a Memo dated 26th January 1903 from Brigadier General Sir James Willcocks, K. C. M. G. D. S. O. Commanding Bombay District, Bombay, to Sirdar Bahadur Dhanpat Rai, Rai Bahadur, C. I. E., Commanding, Jaipur Imperial Service Transport Corps.

I have much pleasure in informing you that after a very exhaustive trial on every kind of roads and across country during a month at the Delhi manœuvres I found the "Folding Iron Cart" which you asked me to

use and experiment with, to be altogether beyond my expectations. It is very strongly constructed and comparatively speaking light for the weights it can carry, and never needed repairs or holstering up in any way. I sent it over particularly bad country over and over again and it stood every test. The ponies and gear were excellent and from first to last there was nothing, I could find which would not bear the full strain of active service.

(2) The Ambulance Tonga was also used over the worst kind of roads and across country and was most satisfactory.

(3) I would add that the conduct of the Transport attendants was exemplary.

Copy of D. O. No. 1931 dated 29th June 1903, from Lieut., Col. P. Durrell Pank, I. M. S., Superintendent of Dispensaries and Vaccination, Jaipur, Rajputana, to Rai Bahadur Dhanpat Rai, Sardar Bahadur, C. I. E. Superintendent, I. S. Transport Corps Jaipur.

My dear Rai Bahadur,

It gave me very much pleasure to inspect your Ambulance Tonga at the Mayo Hospital last week.

It is admirably suited for an ambulance Tonga and gives ample accommodation for seating four sick patients with one attendant or two lying down patients and one sick attendant as well as a seat for the driver.

In addition to the above, the Tonga provides for every necessity and a great many extra comforts, such as a supply of Medicines, drinking water, cooking and drinking utensils, chairs and dining table, writing materials, Toilet requisites, tobaccoes and stimulants. The comfort of the sick or wounded conveyed by these tongas has been considered and met in every possible way and as far as my experience goes I have never seen a tonga so well suited for its purposes or half so good.

They should prove to be invaluable on the line of march. I trust that the Government or the Military Authorities will recognize and appreciate all the care and forethoughts shown by you in building such an admirable and useful Ambulance Tonga.

The Copy of a note dut d Allahabad 25th February, 1904, from Major T. G. Turner, 4th Bengal Lancers late Inspecting Officer Rajputana and United Provinces Imperial Service Cavalry and Transport.

Having been asked to express an opinion on the Jaipur Pattern Folding cart, and also the saddles and Jhools made up under the superintendence of Rai Bahadur Dhanpat Rai Sirdar Bahadur, C. I. E., I have no hesitation in saying that they one and all serve the purposes for which they were intended, that is to say, for work under service conditions, better than any patterns I have seen. Strength and durability are what the Superintendent has always aimed at and succeeded in producing.—Repairs are reduced to a minimum : at the same time when necessary there is no very intricate or difficult work to be done, ordinary materials and ordinary tools are all that are required.

The fertile and resourceful mind of the Superintendent is always being directed to the improvement of his carts, and he has invented many neat appliances in connection with them, at the same time he is emphatically a practical man, and avoids the common pitfall, by which a gimcrack article is turned out to serve a dozen different purposes, none being carried out quite satisfactorily.

His carts are so well known and are used by so many regiments and corps that there is no occasion to say any thing about them. They are the work of a man whose industry is untiring and whose experience in his own particular line of business is unique.

Inspecting Officer's Office Rajputana

I. S. Cavalry and Transport.

Dated Jaipur December 12th, 1904.

MY DEAR DHUNPAT RAI,

I am much obliged to you for the loan of the pony and Dhanpa Rai's new pattern single harness folding cart which was the greatest value to me on the Gurgaun manœuvres. The road from Alwar to

Gurgaun is for the most part sandy and rough and the pony managed to pull my kit thro' the sand wonderfully well. At the standing Camp, the Cart came in most usefully in taking my orderly to the city, when he had to go there to get grass and we then used it in its tonga form and of course when it brought grass it was used in the cart form. I showed it to as many officers as I was able to, and they were all much struck with its utility. If you can make up a couple of these carts for my Regiment I should be extremely obliged to you. They would make most excellent "squadron carts" and my C. O. Col. Peyton is very keen on having a couple to try. Could you do this for me?

Yours Sincerely,

(Sd). E. M. HUGHES, CAPT.,

*Inspecting Officer Rajputana and
United Provinces Cavalries and Transports.*

*An extract from a private letter dated Allahabad 9th January 1905 from
Major J. G. Turner officer Commanding 4th Lancers to Dhanpat Rai
of the Jaipur Imperial Service Transport Corps.*

* * * * *

I took the Dhanpat Rai's new pattern single harness folding cart to the Rai Barielly Camp and found it most useful. My polo pony dragged it with ease when loaded to 5 or 6 Maunds. I don't know that the Cart was put to any severest test but it stood in work very well indeed and proved most useful. Once it was overturned and no harm come of it.

I have only used it as a baggage cart, not as an ekka nor as a 4 seated cart as we are not likely to use it in that capacity.

Do you think this is the most useful form of Squadron Cart for one mule to drag? If so I propose to gradually supply the regiment with one per troop or 16 in all.

*Copy of a D. O. Letter from Lieut. Col. P. Durrel Pank I. M. S. Supdt. of
Dispensaries and Vaccination, Jaipur, Rajputana, dated 17th April 1905.*

To Rai Bahadur Dhanpat Rai C. I. E. Supdt. I. S. Transport Corps.

“The stretcher you kindly showed me a few days ago appears to me to possess considerable advantages. It is detachable, easily and quickly packed and unpacked, is light and very strong, easily carried by coolies or on two ponies, and is very comfortable and suitable for sick or wounded men. Its adaptability for transport by ponies ought to make it very serviceable when coolies are not available.

APPENDIX IV.

1

*An abstract from the report of A. C. Yate, Lieut. Col. Honorary Organising
Commissioner for India, for year 1903.*

We agreed to introduce a representation of Major Dhanpat Rai's Ambulance tonga, as used in the Jaipur Imperial Service Transport Corps. I believe that Major Dhanpat Rai's name is not familiarly known in England as an authority on Ambulance Transport, but I think I may say that he stands in the first rank in India. When I was at the Delhi Darbar. Sir Thomas Gallway told me about him. Correspondence between us commenced, and finally he presented me with an album of photographs, illustrating his Ambulance Cart and tonga, which is in itself sufficient proof of his ability, his thoroughness and his knowledge of his subject. It is a matter of regret to me that Major Dhanpat Rai does not work under the St. John Ambulance flag, but of this I feel sure, that if ever the Indian Army is involved in a big war, the State of Jaipur will come forward with well equipped Ambulance Transport Corps to help the Medical Services. In the late severe famine Major Dhanpat Rai organised a large amount of Ambulance work.

*An extract from the report for the year 1903-04 on the Indian Branch of the
St. John Ambulance Association from Col. A. C. Yate, Honorary Organising
Commissioner in India of the St. John Ambulance Association.*

THE JAIPUR AMBULANCE TRANSPORT CORPS.

Jaipur 12th November, 1904.

I spent two hours with Major Dhanpat Rai, C. I. E. Sardar Bahadur &c., this morning, visiting at his invitation and under his guidance the Imperial Service Transport of which he has for a number of years been Commandant.

His Transport Corps consists of eight troops, each of 93 men and 150 ponies, giving a total of 744 men and 1,200 ponies. Each troop is commanded by a Jemadar. The arm carried on service by the Non-commissioned officers and drivers is a short spear, not a sword. The

uniform is dark green with red facings. Every thing that is required for the supply and equipment of this corps is turned out on the spot ; even the leather used is tanned and prepared there. Such materials as India cannot provide are obtained from England, and from them the articles required for use are made up locally. The Transport Carts are entirely made of iron (except the wheels) and are so arranged that thirty can be packed in one truck on a broad-gauge and seventeen on a narrow-gauge railway. No Government Transport Carts as at present used can, to the best of my knowledge, be packed so compactly for carriage by railway. These carts designed by Major Dhanpat Rai, can be put together or dismantled for packing in three minutes. I saw this done with eight carts at once, four men handling each cart. The complete Mobilisation Stores for each of the eight troops are kept ready in the Store houses in the lines of the Jaipur Transport Corps, where also I saw the workshops of the blacksmiths, wheel-wrights, carpenters, saddlers, and tent makers.

It was, however, the Ambulance section of this Corps that Major Dhanpat Rai was so good as to specially parade for my instruction. The iron transport carts already referred to, which are drawn by two ponies, are all fitted with arrangements for the carriage of either two or four (according to the severity of the cases) injured men. Twenty five lbs of water in a canvas bag is carried and kept cool under each cart. For purposes of rapid movement (with a moveable column for instance, or with mounted troops), Major Dhanpat Rai has designed a light iron cart, capable of carrying 480lbs of luggage or four wounded men with their kits. Water is carried below as in the heavier cart. It is drawn by one pony.

For the carriage of more serious cases at the ordinary rate of marching over long distances Major Dhanpat Rai has designed his Ambulance tonga, than which I have seen nothing more compact or more complete. It holds two or four sick men, as required, in varying positions, as well as a driver and ward orderly ; and it carries water, food, utensils, blankets, kits, tools, wash-hand basins, and tents for those four men. It further carries

medicines and material for treating alike the wounded man, or the injured or sick pony on the march, and two light wooden trunks for the kits of the sick man. If the road is too bad for wheels, these kit boxes can be taken off and put on pack mules. Out of the top and sides of these two trunks can be formed a table about 7 feet long, capable of use as an operating table, if required. Nets at the top of the tonga hold food or any necessities. The tents are lined with dark green, a colour restful to the eye under a powerful sun. The *stretcher* that Major Dhanpat Rai uses is of uniform pattern, and fits alike cart, tonga, and pack pony. It can be adjusted also to a small pair of wheels, and wheeled along by one man.

Finally, Major Dhanpat Rai has devised a pack saddle which, with certain simple adjustments, can also be used for draught purposes, or for the conveyance of the wounded ; for the carriage of orderlies and mounted infantry, or to carry a *stretcher* on two mules. For the sick and wounded the saddle is fitted with supports of rope and iron, which can be either adjusted so as to support the back only, or all round so as to prevent a crippled man falling off. This same saddle can also be used for carrying water in Pakhals (skin vessels) or metal tanks.

Major Dhanpat Rai intends to compose his Ambulance Transport Corps of these four methods of conveyance in the following proportions, of which about half is ready :

	Ordinary cases.	Serious cases.
1st—Thirty Ambulance carts of two beds each to carry	120	60
Twenty „ „ with four seats each to carry	80	40
2nd—Fifty light single Harness carts to carry	200	50
3rd—Twenty five Ambulance tonga to carry	100	50
4th—Two hundred Ambulance ponies to carry	200	100
Total	<u>700</u>	<u>300</u>

Major Dhanpat Rai will thus have completed in, say, about a year's time an Ambulance Transport Corps capable of carrying from 300 to 700 sick and wounded in any country to which the Indian Government is likely to send Military Forces.

He is having a certain number of the men of his Corps trained in First Aid, in accordance with the rules and system of the St. John Ambulance Association. In instructing them, the Urdu translation of the First Aid Manual, printed a year ago in Bombay, will be used.

This Ambulance Corps is also attended by a water cart (the cold water can be turned into boiling at short notice) and a cooking cart, capable of producing hundreds of chupattis (flat unleavened cakes) and other food commonly used by the natives of India.

If the St. John Ambulance Association in India should be called upon within the next decade or two to supplement the Ambulance and Hospital resources of the Army Medical Services in the field, it will be a very great help to them if they can secure the co-operation of Major Dhanpat Rai. He is a host in himself, being a man of seemingly inexhaustible resource, ready to cope with any emergency, and possessed of a long and wide experiences of transport in every form. He is a man whose example may well be set before any Native State. For power of organisation and fertility of invention he has few equals among the inhabitants of India.

Another and equally striking monument of Major Dhanpat Rai's capacity, is the extensive garden (four miles in length, following the broad channel of the overflow of the Jaipur Reservoir) laid out under his orders, during the famine years of 1899-1900. It was his Transport Corps that brought in the starving people from the outdistricts by thousands, or picked them up on the streets of Jaipur. His Famine Relief camp at Jaipur contained about 25,000 men, women and children. Some ten or twelve more camps, on a smaller scale, were established in various outlying parts of the Jaipur State. The entire work was in Major Dhanpat Rai's hands.

The recipients of relief were primarily employed in laying out the gardens, which now compose a large area producing fruits, flowers, vegetables and fodder. In the hot weather these gardens provide daily about 4 tons of green grass (doob) for the use of the Maharaja's Stable and for the Transport ponies. The produce is generally disposed of by

contract. A succession of tanks, suitable for rowing and bathing, occupying the centre line of the broad winding channel which forms the site of the gardens. Here the Transport drivers are taught to swim, and hither thousands of natives, men and women, flock in summer for the purpose of bathing. A Pavillion, Summer-house, and Fernery with a spacious lawn occupy the central point. The thousands under famine relief formed their own gangs under their own overseers, thus reducing the charges for superintendence to a minimum. Many of these men were subsequently drilled and drafted into the Police. The orphans (over 300) were employed and educated in various ways. Some are still at work in the Transport Workshops but the majority have gone to earn their livelihood elsewhere. During the famine all the cattle died. It is with oxen that the Jaipuri does his ploughing. When the rain at last fell, the crux was how to prepare the soil for the seed. Dhanpat Rai again came to the fore. He devised the light Jaipur hand plough (we saw photographs of it), and under his supervision thousands of men, women and children were taught to work it. Thus the land was tilled, till fresh oxen came into existence. This hand plough has been adopted by Government for use in future famines.

*Extract from the Address presented by the St. John Ambulance Association
Committee of the Indian Branch to H. R. H. the Prince of Wales, at the
Prince of Wales' Camp in India, 8th December 1905.*

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As regards Native States in the dominions of His Highness the Nizam of Hyderabad, there is a fully organized Centre, under the direction of Lieut. Colonel Gimlette Residency Surgeon doing good work, and lately authorised to issue its own certificate of efficiency. His Highness the Nizam and the Hon'ble the Resident are Patrons. In Baroda the work is in the hands of the Chief Medical Officer of the State, and Dr. Dhanjibhoy Mehta deserves special thanks both as a lecturer and translator of the Manuals into Gujarati. The State of Khairpur in Sind has taken up Ambulance

Instrucion with great energy. In Jaipur State, Major Dhanpat Rai is having a certain number of the men of his Transport Corps trained in First Aid, in accordance with the rules and system of the Association. This officer is also, by an adaptation of his transport carts, organising an Ambulance Transport Corps, capable of conveying from 300 to 700 sick and wounded in any country.

APPENDIX V.

A review of grass arrangement, past and present, of the Imperial Service Transport Corps, Jaipur.

Before I came to assume command of the corps in 1890, the Forest Department of the State supplied grass out of Birs (Forest reserves) for the use of ponies of this corps. The rate for a grass ration as sanctioned by the State Council was, Rs. 0/1/6 per head a pony, with an additional Rs. 100 monthly to meet establishment charges. The complement of the corps at that time was, 1,000 ponies and 672 men, but it being the start the strength was far short of its sanctioned cadre. The concession though substantial, still the arrangement did not work efficiently and was found to be not inseparable from difficulties. First the grass in the Birs was never cut in time, and when cut the stacking was late with the result that drenched by the rain, a greater portion of it deteriorated and ran to wastage. Besides, the grass for want of proper care was not of sound quality, and the supply of it to the corps was not made regularly. This arrangement lasted from 18th October 1889 to 31st May 1892 during which time the grass rations supplied by the Forest Department amounted to 2,89,108, involving an outlay of Rs. 31,728/15/11, which worked out came to Rs. 0/1/9 for a grass ration per pony, that is, three pies over and above the sanctioned scale. This arrangement, however, proved a total failure and consequently fell through. Now the crux was how to arrange for grass supply for the ponies. The late Rao Bahadur, Babu Kanti Chandra Mukerji, C. I. E., was too quick to grasp the real state of affairs, and with the approval of H. H. the Maharajah, sent for me and asked me if I could take over the Birs and arrange for the grass supply myself, saying at the same time openly, that he and the Maharajah Sahib wished that I should do so. Though a respectful and a candid refusal, could not have been unjustifiable, on the ground, that this extra charge did not form a part of my legitimate duties, yet partly from a desire to

oblige the Prime Minister, and partly out of regard for the maxim, that order is order, I nolens volens accepted this extra irksome responsibility. The Forest Department had in their charge 9 Birs, one, the larger than the rest, they kept on as usual, the remaining 8 being transferred to me, the charge of which I received on 1st June 1892. Each Bir was assessed with a fixed rent, which varied from Rs. 97 to Rs. 723 a year, and to the payment of which I also agreed. Soon afterwards, a grant of one Bir out of those in my charge, and equally as large as that retained by the Forest Department, was made to the late Prime Minister, so that the number left behind with me was 7. To these were added, later on, some smaller grass-lands, to repair the gap caused by the transfer of the two Birs above referred to. It may be said here, that these Birs bore the name of forest in name only, for, as far as the eye could see, no vestige of a tree was to be found. A Bir had contained some trees, but before it was handed over, they were cut and removed by the Forest Department, why and what for, still remains a mystery. The grass that grew in them was the coarsest of its kind, and the exceptional abundance of wild growths, seemed to me to have choked its sound growth. This was the condition of the Birs at the time they were handed over to me, and the handing over itself took place at a time, when the organisation of the corps was in progress, and odds and ends were the duties in connection therewith. Nevertheless, I had not lost courage, and took up in earnest the reclamation of these neglected grass-lands. First, what I did was, to throw broadcast the seeds of grass and trees in the entire area of each Bir, and no possible effort was spared to fertilise and otherwise improve the lands, after a complete clearance of the wild growths had been effected. The result was not far distant to seek, in-as-much-as improvements conducive to profits became visible in every direction, with ever-increasing tendency of forming a substantial source of revenue to the State Treasury. This satisfactory state of things had been duly acknowledged by the late Prime Minister. I think, I need not detail at length the improvements here, as they are speaking for themselves. Where there was not a speck of tree before, now there stand trees in thousands, before there grew a coarse grass, and the outturn was poor, now there grows a sound sort of grass, and

the yield is considerably larger with no wastage, and so with the other items of income which has appreciably increased since. These Birs, which formerly from a financial point of view, were in no reckonings, now constitute a very valuable asset of, and form a permanent source of income to the State, the valuation and income may be gauged by the standard of a Bir called Jamroli, the income of which has increased from Rs. 238 to Rs. 7,000 odds during my tenancy. Though the improvements have been marked, yet owing to the limited number of the grass-plots at my disposal, the outturn of grass from all the lands taken together, comes up to about half the requirements, and for rest of the supply the local market has to be resorted to, where the grass generally is not good, and the supply insufficient, while the expense and inconvenience is great. I had verbally represented this case to the late Prime Minister, who had under consideration, the matter of adding more Birs to the list of those already in my charge, in view to making the corps independent of the local market, but before any decision was come to, he had unfortunately left this world for the next, to the great grief of the corps, which in him has lost one of the best advocates of its cause. So far with the comparison. The income derived from these Birs, from 1st June 1892 to 31st August 1904, under arrangements initiated by me, has amounted to Rs. 1,10,704-2-7 detailed as below.

Income from other than grass sources	...	Rs.	43,315-13-4
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Grass in stock 59,524 mds. 13 srs. at Re. 1			
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per md., the like grass can not be had			
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at Rs. 2 per md. at the present time	...	„	59,524-5-3
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Grass burnt by incendiarism	...	„	7,864-3-0
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Total	...	„	<u>1,10,704-2-7</u>
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The total expenditure incurred by me, for providing 47,89,793 grass rations for ponies, in this period, comes to Rs. 2,76,132-15-8, from which, after deducting Rs. 1,10,704-2-7, on account of income of the Birs derived from grass and other sources, as set forth above, the balance remains Rs. 1,65,428-13-1 being the net charge for the grass. To show, what vast savings I have effected

in expenditure, under the head "grass" alone, I think I must work out here as to what sum it would have cost the State, if the grass arrangement had remained as usual in the hands of the Forest Department. As stated above, the total grass rations supplied by me, for ponies, amount to 47,89,793, the cost of which at Rs. 0-1-9 a ration, as charged for by the Forest Department, will come to Rs. 5,41,529-14-10 to which may be added Rs 15,900 as establishment charges for the above period calculating same at Rs. 100 a month, as sanctioned by the State Council, and allowed to the same department. The total of these two items, viz, Rs. 5,25,629-14-10 and Rs. 15,900-0-0, comes to Rs. 5,41,529-14-10 which the Forest Department would have, as a matter of course, charged the State, had the management of the grass-lands remained in their charge as before. The net charge by me, for the very number of rations, as shown above, amounts to Rs. 1,65,428-13-1, or Rs. 3,76,101-1-9 less, which may rightly be reckoned as savings.

While working out the income of the Birs in my charge, I have not taken into account, the price of an enormous amount of thatching grass and wood supplied free of charge for the following works.

- (1). Wood and grass for roofing and thatching of two villages of about 100 huts each, with renewals of thatching after every 3rd year.
- (2). Wood and grass to roof and thatch 9 shops and 9 houses of the corps regimental bazar, with renewal of thatching after three years.
- (3). Wood and grass, for roofing and thatching huts for 30,000 famine stricken people, at Jaipur and at collecting depots in the district during the Great Famine 1899-00.
- (4). Thatching for grass stacks.
- (5). Grass for repairs to thatches in the Lines.

The savings would enhance, all the more, by a corresponding reduction in expenditure, if cost of materials, used for the above works together with the enhanced value of the Jaipur rupee prevailing at the time were worked out and charged and even a total absorption of the net expenditure by the savings might follow, were the grass issued to the ponies, during the last great famine, charged for

at the famine rates then prevalent. The success of a transport corps, during hard times of famine, depends more on its provident stock of grass, than any thing else, especially in places like Rajputana, improvidence means painful experiences, such as fell to the lot of the I. S. Lancers Jodhpore during the last famine. To guard against this contingency, as also to make the corps self-dependent, in regard to its grass requirements, I have been repeatedly addressing the State Council pointing out by facts and figures, the prosperous state of the Birs in my charge, and suggesting, the advisability of more grass or waste-lands, even on the lease system, obtaining in the State, being put in my charge, but all my suggestions and convincing representations were of no avail with the State Council. Even the unproductive waste-lands, which are of no revenue to the State, were denied to me, and my offers for them disregarded. A favorable consideration of my proposals in time, would have resulted only in the expenditure now incurred, being saved to the State, with prospects of future enhancement in the State revenues.

Fortunately, now as in 1899-00, I had laid in a sufficient stock of grass, to provide against the dreaded contingency of famine. I am glad to say, that the grass in hand is, sufficient for nine months, and for three months more, I hope to be able to provide for some how or other, so that I will have an easy time of it for one year, provided no unforeseen calamity hinders my plans. If I had maintained a similar attitude of indifference, in regard to interests of the corps, under my command, as the State Council has done, in respect of my proposal, which had for its object the material advancement of the State interests, the result at the present time when famine has declared itself, would have been nothing short of disastrous.

The income of these Birs has, doubtless, considerably increased, during my time, but, as I had expected, an ideal figure has not been reached owing to insufficiency of the rainfall, which, unfortunately was, all the time, far short of the normal, or else to nearly double, would rise the present income.

(Sd). DHANPAT RAI.

Statement showing the value of grass in hand on 1-9-05.

Particulars.	Quantity.			Rate per rupee.	Amount.			Total.			Remarks.
	Md.	S.	C. Maund		Rs.	A.	P.	Rs.	A.	P.	
GRASS IN STOCK.											
Bir Kanarwas ...	28,009	16	...	1	28,009	6	5				
„ Dagota ...	2,426	15	...	...	2,426	6	...				
„ Dausa ...	9,029	...	...	...	9,029	...	...		
„ Badanpura ...	12,159	22	...	...	12,159	8	10				
„ Hasanpura bagar	7,900	...	...	...	7,900	...	...	59,524	5	3	
Total ...	59,524	13	...								
GRASS BURNT.											
Kacholia Bagar ...	6,000	...	...	1½	4,000	...	...		
Kanarwas „ ...	10,400	...	...	3	3,466	10	8				
Dagota ...	1,192	...	...	3	397	5	4	7,864	...		
Total ...								67,388	5	3	

Statement showing the present stock of grass in the Birs as per detailed below.

Particulars.				Present stock of grass.			Grass Burnt	
Kacholia Bagar	...	...	...				6,000	...
Kanarwas	...	...	...	28,009	16	...	10,400	...
Dagota	...	...	...	2,426	15	...	1,192	...
Dausa	...	...	...	9,029	...	...	...	...
Badanpura	...	...	...	12,159	22	...	...	...
Hasanpura Bagar	...	...	...	7,900	...	...	...	...
Total				59,524	13	...	17,592	...

*Statement showing the amount of the different grass lands' income up to and for
31-8-05.*

Particulars.					Amount.			Remarks.
Up to the end of Summut 54 or 97-98					11,015	2	6	
For 98-99 or	„	55	...	...	5,168	13	5	
„ 99-00 or	„	56	...	...	3,556	8	9	
„ 00-01 or	„	57	...	...	4,975	4	6	
„ 01-02 or	„	58	...	...	4,205	2	9	
„ 02-03 or	„	59	...	...	3,771	3	8	
„ 03-04 or	„	60	...	...	5,136	9	9	
„ 04-05 or	„	61	...	...	5,347	3	...	
Total					43,176	...	4	
Amount erroneously credited in Nalla account in ch.								
No. 138d/31-12-92=112-9-6.								
No. 104 d/27-9-92= 5-3-6.								
„ 189 d/28-9-93=22-0-0.					139	13	...	
Total					43,315	31	4	

*Statement showing the amount actually spent in purchase and cutting grass &c.,
from 1-6-92 to 31-8-05.*

Year.		Amount.			Remarks.
From 1-6-92 to 31-12-93	...	7,092	15	3	
,, 1-1-93 to 31-12-93	...	17,669	4	9	
93-94 or Summat 50	...	19,076	1	6	
94-95 ,, 51	...	15,761	5	3	
95-96 ,, 52	...	16,832	10	6	
96-97 ,, 53	...	18,316	15	3	
97-98 ,, 54	...	166	15	0	
98-99 ,, 55	...	17,083	...	2	
99-00 ,, 56	...	52,779	6	6	
1900-01 ,, 57	...	23,377	10	3	
1901-02 ,, 58	...	28,904	9	3	
1902-03 ,, 59	...	14,903	6	3	
1903-04 ,, 60	...	26,062	14	...	
1904-05 ,, 61	...	18,105	13	9	
Total	...	2,76,132	15	8	

Statement A. of the monthly number of ponies fed on grass during the year 1892 and sanctioned monthly allowance to maintain the grass establishment.

Month and year.		No. of ponies fed.	Rate per Head.			Amount.			Sanctioned monthly pay of establishment.	Total.		
June.	1892	19,093							100			
July.		23,690							100			
August.		23,750							100			
September.		23,194							100			
October.		24,430							100			
November.		23,985							100			
December.		25,461							100			
Total.		163,603		1	9	07	17,953	11	7	700		18,653 11 7

Statement B. of the monthly number of ponies fed on grass during the year 1893.

Month and year.		No. of ponies fed.	Rate per Head.			Amount.			Sanctioned monthly pay of establishment.	Total.		
January	1893	25,529							100			
February		23,929							100			
March		27,394							100			
April		28,227							100			
May		29,522							100			
June		28,784							100			
July		29,933							100			
August		29,972							100			
Sept.		29,071							100			
October		30,352							100			
November		29,965							100			
December		30,907							100			
Total.		343,585		1	9·07	37,704	14		1,200		38,904	14

Statement C. of the monthly number of ponies fed on grass during the year 1894.

Month and year.		No. of ponies.	Rate per Head.			Amount.		Sanctioned monthly pay of establishment.			Total.		
January	1894	30,803						100					
February		28,215						100					
March		31,098						100					
April		29,535						100					
May		31,260						100					
June		30,203						100					
July		31,164						100					
August		31,036						100					
Sept.		29,851						100					
October		30,839						100					
November		29,933						100					
December		31,062						100					
Total.		364,998		9.07		40,054	13.4	1,200			41,254	3	4

Statement D., of the monthly number of ponies fed on grass during the year 1895.

Month and year.		No. of ponies fed.	Rate per Head.			Amount.			Sanctioned monthly pay of establishment.			Total.		
January	1895	31,043							100					
February		28,414							100					
March		31,357							100					
April		3,011							100					
May		3,053							100					
June		2,940							100					
July		3,038							100					
August		3,038							100					
Sept.		13,419							100					
October		29,968							100					
November		28,886							100					
December		29,941							100					
Total.		208,108		1	9.07	22,837	10	11	1,200			24,037	10	11

Statement E., of the monthly number of ponies fed on grass during the year 1896.

Month and year.		No. of ponies fed.	Rate per Head.			Amount.			Sanctioned monthly pay of establishment.	Total.		
January	1896	29,765							100			
February		28,449							100			
March		30,546							100			
April		29,782							100			
May		32,493							100			
June		31,397							100			
July		32,196							100			
August		31,974							100			
September		31,213							100			
October		32,961							100			
November		33,222							100			
December		35,330							100			
Total.		379,328		1	9-07	41,627	4	9	1,200		42,827	4 9

Statement F., of the monthly number of ponies fed on grass during the year 1897.

Month and year.		No. of ponies fed.	Rate per Head.		Amount.		Sanctioned monthly pay of establishment.	Total.		
January	1897	35,480					100			
February		32,556					100			
March		36,614					100			
April		35,754					100			
May		37,205					100			
June		35,884					100			
July		36,932					100			
August		36,801					100			
Sept.		13,091					100			
October		1,922					100			
November		1,860					100			
December		1,886					100			
Total.		305,985	1	9·07	33,578	10 8	1,200	34,778	10	8

Statement G., of the monthly number of ponies fed on grass during the year 1898.

Month and year.		No. of ponies fed.	Rate per head.			Amount.			Sanctioned monthly pay of establishment.	Total.		
January.	1898	1,831							100			
February.		1,652							100			
March		1,780							100			
April		17,593							100			
May		34,479							100			
June		33,126							100			
July		34,133							100			
August		34,038							100			
September		32,685							100			
October		32,398							100			
November		30,909							100			
December		32,935							100			
Total.		287,559	1	9·07		31,556	9	8	1200		32,756	9 8

Statement II., of the monthly number of ponies fed on grass during the year 1899.

Month and year.		No. of ponies fed.	Rate per Head.			Amount.			Sanctioned monthly pay of establishment.	Total.		
January	1899	33,106							100			
February		30,139							100			
March		33,973							100			
April		34,171							100			
May		36,264							100			
June		34,962							100			
July		35,978							100			
August		35,679							100			
Sept.		33,598							100			
October		34,266							100			
November		33,558							100			
December		34,988							100			
Total.		410,682	1	9	07	45,068	1	2	1,200	46,268	1	2

Statement I., of the monthly number of ponies fed on grass during the year 1900.

Month and year.		No. of ponies fed.	Rate per Head.			Amount.			Sanctioned monthly pay of establishment.	Total.		
January	1900	34,993							100			
February		31,621							100			
March		34,996							100			
April		34,497							100			
May		36,158							100			
June		34,880							100			
July		35,953							100			
August		35,782							100			
September		34,465							100			
October		34,578							100			
November		33,794							100			
December		34,607							100			
Total.		416,324	1	9	07	15,687	3	6	1,200	46,887	3	6

Statement J., of the monthly number of ponies fed on grass during the year 1901.

Month and year.		No. of ponies fed.	Rate per Head.		Amount.			Sanctioned monthly pay of establishment.	Total.		
January	1901	34,168						100			
February		31,475						100			
March		35,632						100			
April		35,326						100			
May		37,047						100			
June		35,826						100			
July		36,994						100			
August		36,651						100			
Sept.		35,276						100			
October		36,360						100			
November		35,052						100			
December		36,124						100			
Total.		425,931	1	9-07	46,741	7	10	1,200		47,941	7 10

Statement K., of the monthly number of ponies fed on grass during the year 1902.

Month and year.		No. of ponies fed.	Rate per head.			Amount.			Sanctioned monthly pay of establishment.	Total.		
January	1902	35,938							100			
February		32,711							100			
March		36,367							100			
April		35,470							100			
May		36,693							100			
June		35,172							100			
July		36,114							100			
August		35,977							100			
September		34,703							100			
October		34,833							100			
November		6,578							100			
December		6,382							100			
Total.		366,938	1	9·07		40,267	10	10	1,200		41,467	10 10

Statement L., of the monthly number of ponies fed on grass during the year 1903.

Month and year.		No. of ponies fed.	Rate per Head.			Amount.			Sanctioned monthly pay of establishment.	Total.		
January	1903	6,148							100			
February		30,557							100			
March		33,819							100			
April		34,682							100			
May		36,604							100			
June		35,149							100			
July		35,900							100			
August		35,738							100			
Sept.		34,262							100			
October		35,149							100			
November		34,646							100			
December		35,851							100			
Total.		388,505		1	9·07	42,634	6		1,200		43,834	6

Statement M., of the monthly number of ponies fed on grass during the year 1904.

Month and year.		No. of ponies fed.	Rate per Head.		Amount.		Sanctioned monthly pay of establishment.	Total.	
January	1904	36,090					100		
February		34,617					100		
March		37,105					100		
April		37,105					100		
May		37,688					100		
June		37,544					100		
July		37,157					100		
August		36,505					100		
September		35,220					100		
October		36,219					100		
November		35,320					100		
December		36,877					100		
Total.		437,447		1 9 07	48,005	4	1,200		49,205 4

Statement N., of the monthly number of ponies fed on grass during the year 1905.

Month and year.		No. of ponies fed.	Rate per Head.		Amount.		Sanctioned monthly pay of establishment.	Total.		
January	1905	37,213					100			
February		34,065					100			
March		37,360					100			
April		35,785					100			
May		37,226					100			
June		35,871					100			
July		36,853					100			
August		36,426					100			
Sept.										
October										
November										
December										
Total.		290,799	1	9·07	31,912	2	7	800	32,712	2 7

APPENDIX VI.

*Extract from Report on the Political Administration of the Rajputana States
for 1891-92, Jaipur Transport Corps.*

9. Considerable progress was made during the year. The strength on the 31st March 1892 was as noted below. Workshops have been added to the lines and several changes and improvements made in the corps. The men have been properly armed and disciplined, and the carts and ponies are doing useful service. The hospital intended for the men is now completed and will shortly be opened.

Officers	...	...	...	5
Non-Commissioned Officers			...	48
Drivers	...	...	...	321
Veterinary establishment			...	2
Farrier department		...	...	5
Ponies	...	...	...	699
Carts	...	...	...	205
Saddlers, carpenters &c.			...	28

Every effort is being made to raise the corps to its contemplated strength. The Corps was inspected during the year by His Highness the Maharajah, Col. Trevor, and Colonel Melliss.

*Extract from Report on the Political Administration of the Rajputana States
for 1892-93, Jaipur Imperial Service Corps.*

The strength in ponies has increased since last year from 700 to 935. Six hundred sets of equipment have been completed in the workshops of the corps, and complete camp equipage obtained from the Muir Mills Company,

which was
of buildings

in the city placed at the disposal of the corps by the Durbar, and altered and adapted for the purpose.

The status of the men of the corps has been improved by increasing their pay from Rs. 5 to Rs. 5-12 per mensem, while it has been otherwise strengthened by the importation of 25 per cent. Punjabis into its ranks. These are carefully selected men, enlisted in the Rawalpindi districts, and many of them have served in the Government Transport Department. Lord R. Roberts was greatly pleased with his inspection of the corps, and was much struck with the completeness of all arrangements.

Extract from the Pioneer dated the 4th April 1893.

Lord Roberts last tour.

Jaipur, 2nd April.

"I gladly availed myself of the Maharaja's kind invitation to pay a farewell visit to Jaipur, as I was particularly anxious to see the Transport Corps which has been raised as the contribution of the Jaipur State towards the scheme of Imperial defence. To the Maharaja of Jaipur the credit is due of having recognised that the best troops are practically useless unless they are mobile, and for this reason His Highness decided to raise a Transport Corps instead of a regiment of Cavalry or Infantry. I was delighted when I heard what the Maharaja had determined to do, and now that I have seen the Jaipur Transport Corps, I can assure His Highness that among all the States in India none provides a Contingent which is a more real strength to the Empire than does Jaipur. I well know that it involves no small sacrifice to give up the pomp and display of troops, and to substitute for them the less showy, but certainly not the less useful, Transport Corps. Any Government might, indeed, be proud of possessing such a Transport Corps. I have never seen anything of the sort equal to it.

Although it is scarcely three years since the first pony was bought and the first cart was made, the Corps is now practically complete. There are 400

Carts, of a most serviceable pattern, and out of the complement of 1,000 ponies, I saw 935. These are of an admirable stamp, well broken in, well harnessed, and first-rate condition. The lines are model of neatness and regularity; the reserve stock is complete to the smallest detail, and the Corps could take the field at a moment's notice. In fact, the arrangements throughout leave nothing to be desired. I cannot imagine anything more perfect. It will afford me the greatest possible pleasure to report the result of my inspection to the Government of India, I congratulate the Maharnjah most heartily on the success which has attended His Highness' efforts".

"Captain Tate of whom I cannot speak too highly, tells me how much he owes to you, Rao Bahadur Kanti Chander Mookerji, for the great assistance you have invariably afforded him, and how helpless he would have been without your constant aid. He also mentions the help he has throughout derived from the able Superintendent, Rai Bahadur Dhanpat Rai, who has worked with a large and varied experience, and with unfailing energy. Above all, my friend the Maharaja has taken a keen and personal interest in the work, and if His Highness is as proud of the result as I am pleased with what I have seen, he has to some extent obtained his reward".

*Extract from Report on the Political Administration of the Rajputana States
for 1893-94, Jaipur Transport Corps.*

14. The corps attained its full strength of 1,000 ponies during the year. This has been accomplished within the period suggested by the Inspecting Officer and accepted by the Durbar, viz., three years for the original complement of 900, and another year for the additional 100 undertaken when the State contribution to the Imperial Defence Fund ceased. The cost of raising and maintaining the corps has been Rs. 6,94,292-3-9, and the maintenance in future will be provided for by an annual Budget grant of Rs. 2,12,154-8-0. The corps was inspected by His Excellency Lord Roberts, Commander-in-Chief, at the beginning of the year, and elicited his unqualified approval. The Inspector-General

ral, Imperial Service Troops at his annual inspection in December, reported that this high standard had been fully maintained. The corps continues to be employed under the direct orders of the Durbar, its management being still under the officer lent by the Government of India.

Copy of letter from His Excellency Lord Elgin, Viceroy and Governor-General of India, dated Simla the 15th May 1894, to His Highness the Maharajah Dhiraj Sawai Sir Madho Singh Bahadur G. C. S. I., of Jaipur.

A few years ago your Highness, true to the loyal traditions of your House, expressed your anxiety to co-operate with the Government of India in connection with the defence of the North Western Frontier. Your Highness proposed to maintain a transport corps of a thousand ponies and four hundred carts fully equipped for service in time of war. The value of your Highness' offer was enhanced by the exceedingly useful and practical form in which your Highness tendered your assistance. I am aware from reports received from the Inspector General, Imperial Service Troops, that no efforts have been spared to render the Jaipur Transport train thoroughly complete and serviceable and the remarkable success attained has been testified to by Officers of the highest distinction. It gives me the greatest pleasure to inform your Highness that the progress made in the Imperial Service movement has been recognised by Her Majesty's Government as deserving of their acknowledgments and that I have been desired by Her Majesty's Secretary of State for India to express his warm appreciation of the steady encouragement which is being given by your Highness and other Chiefs to the development of the scheme.

Extract from the Pioneer dated the 11th January 1895.

Jaipur was reached the same day, the Agent to the Governor-General being received at the Railway Station by His Highness the Maharajah. A halt of three days was made, in the course of which Colonel Trevor inspected the fine

pony transport corps which this Durbar has combined for Imperial Service and which has been brought to a high state of efficiency by its Commandant, Rai Dhaupat Rai Bahadur.

Copy of a D. O. letter from Colonel W. F. Prideaux, Resident Jaipur, dated the 30th March 1895 to Captain Tate, Inspecting Officer, I. S. Cavalry and Transport N. W. Provinces.

"I have just received the following telegram from the Foreign Secretary, which you may like to see.

The news of the very prompt despatch of the Jaipur Transport Train has been received with great satisfaction. That they were despatched ready for service in so short a time demonstrates anew the high efficiency of the Corps, of which His Excellency the Viceroy had been assured already by the reports made upon them.

Extract from Report on the Political Administration of the Rajputana States for 1894-95, Jaipur Transport Corps.

15. The strength of the Corps, as it stood on the 31st December 1894 was.

Ponies ...	...	...	... 1,000
Carts ...	...	...	... 395
Officers, N. C. Os. and men	...	...	... 653

Towards the close of the official year, His Highness the Maharajah placed the services of the Corps at the disposal of the Government of India for employment with the Chitral Relief Force. The offer was accepted, and the Corps, started within two days of the receipt of orders. The carts and ponies were in perfect order, and the best spirit animated the men, among whom there were not more than five or six desertions. The Durbar a short time previously had wisely sanctioned a proposal of the Inspecting Officer that fifty per cent of the drivers should be enlisted from the Punjab, the remainder being natives of

Jaipur. In every case in which suggestions have been made with the view of promoting the efficiency of the Corps, the Durbar has at once responded in the most liberal spirit. It is impossible to speak too highly, of the valuable services of Rai Bahadur Dhunpat Rai, the Superintendent of the Corps. The Corps was inspected in December by Lieut.-General Sir Henry Brackenbury K. C. B. Military Member of Council and elicited his high approval.

*Extract from Report on the Political Administration of the Rajputana States
for 1895-96, Jaipur Transport Corps.*

14. The strength of the corps on the 31st December 1895 was :—

Ponies	...	...	...	...	957
Carts	...	...	...	...	398
Officers, Non-Commissioned Officers and men...					610

The ponies have been since made up to their full complement of 1,000.

The establishment of officers non-commissioned officers and men is fixed at 632. In the report for 1894-95 mention was made of the expeditious manner in which the Corps was despatched to Ferozepore and Nowshera en route for the front. It is now very satisfactory to note that it maintained an excellent spirit throughout its employment with the Chitral Relief Force. All ranks were on all occasions punctually up to time, and in all weathers did their duty cheerfully and promptly. The Inspecting Officer mentions that not a single article of Government property was lost while under convoy, and that the Corps justly earned a reputation for honesty and regularity. There were 34 casualties among the ponies during the expedition. For his services in Chitral the Superintendent of the Corps was awarded the order of British India. During his recent tour through Rajputana, the Agent to the Governor-General inspected the Corps and was satisfied with its management and interior economy.

I need not say how much His Highness the Maharajah is indebted to Lieutenant-Colonel Tate, the Inspecting Officer of the Corps, a great share of the commendation bestowed on which is due to that officer's keen interest in all that relates to its efficiency and good name.

Since the above was written His Highness the Maharajah has made the handsome offer to add 200 ponies to the Corps.

Copy of a D. O. letter dated Calcutta the 24th January 1896 from General A. R.

Badcock C. B. Quarter Master General in India to Rai Bahadur

Dhanpat Rai Bahadur.

I congratulate you heartily on your appointment to the Order of British India, an Order reserved for the best of our Native Officers, and therefore I think you will fully appreciate the distinction.

I was really glad to see Lieut.-Col. Tate's promotion, and the personal honor conferred upon the Maharajah.

I have always been and still am so much interested in the Transport Corps, that I am on this account more than pleased that the good service rendered by the Corps and those connected with them has been so well recognized.

If Kantia Babu has an opportunity of congratulating the Maharajah from me, I hope he will do so.

Extract from the Dinner Speech by the Hon'ble Mr. Crosthwaite the A. G. G.

Rajputana at the palace Jaipur dated the 17th February 1896.

I must however say a few words about the gallant way in which the Jaipur Imperial Service Corps acquitted themselves in the Chitral Campaign. You know that Her Gracious Majesty the Queen Empress has conferred upon His Highness the distinction of an addition of two guns to his salute as a mark of her appreciation of the services of the corps which was so ably managed by Lieut. Colonel Tate assisted by Rai Bahadur Dhanpat Rae.

Extract from the "Pioneer" dated the 23rd April 1896, Jaipur Imperial

Transport Corps.

An interesting ceremony.

The other morning there was a large gathering on the parade-ground of the Jaipur Imperial Transport Corps, to witness the ceremony of bestowing on

Rai Bahadur Dhanpat Rai, Bahadur, Commandant of the Corps, the Star of the Order of British India. The men were drawn up in the form of a hollow square in front of a platform, upon which were the Resident, Col. Law, Colonel Tate, and other European gentlemen. H. H. the Maharajah, who is justly proud of the corps, was represented by Rai Bahadur, Babu K. C. Mukerjee, C. I. E., Rao Bahadur Thakuran Gobind Singh, and other members of the Council ; and besides there were a large numbers of native gentlemen also present, who evinced the greatest interest in all that went on.

Rai Bahadur Dhanpat Rai who looked every inch a gallant soldier, took his place in the centre of the square. Then men who surrounded him were smart and capable looking and presented a striking contrast to the rather battered appearance they had on the morning when we welcomed them back from the Chitral campaign the scene of their splendid services rendered to Government. They were now assembled to witness Colonel Law confer an honour on their leader for the distinguished manner in which he had done his duty in that campaign. Colonel Law spoke in English as follows :—

“Colonel Tate, Rai Bahadur Dhanpat Rae, Bahadur and Officers and men of the Jaipur Transport Corps :—Under instructions from the Agent to the Governor-General for Rajputana, and with the approval of H. H. the Maharajah, I have to day to perform the pleasing duty of presenting to Rai Bahadur Dhanpat Rai, Superintendent of this fine corps. The Star of the Order of British India, which in acknowledgment of a series of distinguished services culminating with the command of his corps during the recent Chitral expedition, the Government of India has recently conferred upon him.

“Rai Bahadur Dhanpat Rae has served in the Government Transport Department for about 20 years, during which he has seen service on the following occasions, viz :—

1. The Afghan War of 1879-80, including the siege of Sherpur, under Col. (now General) Sir Robert Low, Director General of Transport.
2. The Eastern Soudan (Suakim) Campaign of 1885, under Colonel Sir Benjamin Bromhead.

3. The Burmah Campaign of 1887-88 for his services in which he was awarded the title of "Rae Bahadur".

4. The Black Mountain Expedition of 1888.

5. His services were placed at the disposal of the Jaipur Durbar at the end of December 1890, since when he has had entire superintendence of the Jaipur Imperial Service Transport Corps. He accompanied the corps, and served with it throughout the Chitral Relief Expedition.

That is a record of which any man may be proud, and I congratulate Rai Bahadur Dhanpat Rae most cordially on the further evidence Government has shown of their appreciation of his worth in bestowing on him the decoration I am now to hand over to him.

"I congratulate His Highness the Maharajah on having secured the services of such an excellent officer for the command of his Imperial Service Corps, and I congratulate you, officers and men, on the honour conferred on your Commandant, an honour that he will be the first to admit it was your willing obedience to his directing hand won for him. Yes, my men, you every one of you may claim yourself a share in the honour awarded to your Superintendent, for in honouring him the Government has honoured the Corps. May all of you follow his example in his energy, his zeal, his honesty and his loyalty, and may the Rai Bahadur Sahib long live to wear the decoration which I have now the honour to present to him.

On the conclusion of this speech Rai Bhawanee Sahaya, Financial Member of Council, stepped down from the platform, took his place in the centre of the square, and read the same speech in Hindustani. Thereafter Colonel Law, the Resident, accompanied by Col. Tate, came down from the platform, and tied the Order round Dhanpat Rae's neck. This concluded the ceremony. The morning was cool and pleasant and the large concourse of people seemed greatly delighted with the highly successful proceedings.

Extract from "The Englishman" dated Saturday the 21st November 1896.

Inspection of Transport Corps.

This morning at 10 o'clock His Excellency accompanied by Lady Elizabeth Bruce, Colonel Durand, Captain Morley and the other members of the Staff, ins-

pected the Imperial Service Transport Corps. His Excellency was received at the Parade Ground by Colonel Mellis, Colonel Tate and Captain Cookson, Mrs. Crosthwaite, Colonel and Mrs. Law, Herr VonWaldthausen and other guests from the Camps being present, the Corps was drawn up in column of troops, the pack animals with their loads lining the road from the Lines to the Parade ground. After a Royal Salute the train marched past by columns, and afterwards formed in mass, advancing in four lines. The Ponies were in excellent condition, and the whole turn out very smart indeed. The Corps fully bears out Lord Robert's opinion to it, that he had never seen anything to equal it, His Highness has since the Chitral Expedition, increased the strength of 1,200 Ponies and 600 Carts. After the advance of the Lines His Excellency complimented the Commandant Rai Bahadur Dhanpat Rai, on the smart turn out the Corps which, he said, did not come as a surprise to him after what he knew of their excellent work in the Chitral Expedition.

Extract from the speech of His Highness the Maharaja of Jaipur, on Viceroy's visit to Jaipur on 18th November 1896.

His Highness expressed his gratitude for the recent increase of his salute in consideration of the services rendered by the Jaipur Imperial Service Transport Corps during the Chitral Campaign. He felt greatly indebted to Colonel Mellis from whom he had always received valuable advice, and to Colonel Tate and Captain Cookson who had assisted him in organising the corps. He was also indebted to the native Superintendent Rai Bahadur Dhanpat Rai, for the care and economy exercised by him. His Highness took the greatest interest in the corps, and would do every thing to maintain its efficiency.

Extract from the speech of His Excellency the Viceroy (Lord Elgin) given at dinner on 18th November 1896.

The Transport Corps. 's

You have heard the emphatic declaration he has made on the subject this evening and indeed add nothing to it, but I should like to say that I am exceedingly glad to have this opportunity of tendering to him in person my congratulations on the excellent work which his Transport Corps did in Chitral last year,

and the great help it gave to the Government of India on that occasion (Applause). I may congratulate His Highness also on the increase in his salute which Her Majesty the Queen Empress was pleased to sanction and which I know has caused his gratification. I should also like to thank him for the practical turn which he has given to the manifestation of his pleasure by the increase which he has already sanctioned to the Transport Corps, and I know from all that Colonel Mellis has told me, that that Corps is so efficient that it will be ready to do as good work the next time it is called upon (Applause). }

*Extract from Report on the Political Administration of the Rajputana States
for 1896-97.*

Jaipur Transport Corps.

13. The increase of 200 ponies with the necessary establishment and proportion of carts to the corps, sanctioned by His Highness the Maharajah on its return from Chitral after their very satisfactory work on the frontier, has been practically completed. The strength is 1,200 ponies divided into eight troops and 520 carts. The average number of carts on duty daily is 100 and of ponies 300.

The corps was inspected by His Excellency the Viceroy in November 1896.

Lieutenant-Colonel Tate, the Inspecting Officer, left in November and was succeeded by Captain Cookson.

Rae Bahadur Dhanpat Rae, Bahadur, the Superintendent of the corps, has been selected as one the Imperial Service Troops to form one the Imperial Service Cavalry Guard of Her Majesty the Queen-Empress during the forthcoming celebrations in England.

*Extract from the Dinner Speech by G. R. Irwin Esqr. the Resident Jaipur at the
Albert Hall on the occasion of Diamond Jubilee.*

Dated the 21st June 1897.

The Maharaja has given most effectual proof of it in raising the Jaipur Transport Corps. The good work they did and the credit they gained for the

State in the recent operations towards Chitral are well known to all of you.

*Extract from the Speech of the Hon'ble Mr. Martindale the A. G. G. Rajputana
at the Jaipur banquet dated the 16th January 1899.*

But its efficiency and ability are known to all who are interested in such matters, and how highly it is valued by the Military Authorities is proved by the fact that it alone of all the Imperial Service Corps in Rajputana has already twice in its short life of 8 years been called upon to take its share in actual warfare, on the frontier, once in the Chitral Expedition of 1895 and again so lately as last year, when it did yeoman's service in the Tirah operations, dual services which H. E. the Viceroy has recognised by increasing H. H.'s Salute and adding the name of Rai Bahadur Dhanpat Rai, Sardar Bahadur to the list of members of the most Honorable Order of the Indian Empire.

Extract from the Gazette of India dated Simla the 14th August 1897.

Order of British India.

No. 909. The Viceroy and Governor General in Council has much gratification in announcing, that at the express desire of Her Majesty the Queen-Empress India, the native Officers who proceeded to England to form part of the Guard of Honor for Her Majesty at the celebration of the completion of the sixtieth year of Her Majesty's reign will be promoted in, or admitted to, order of British India, the Native Officers of Imperial Service Troops being promoted or admitted as additional members of the Order.

In accordance with Her Majesty's gracious wishes, the following promotions in, and admissions to, the Order are made :

To the 1st Class with the title of Sardar Bahadur.

Bengal Command.

Dhanpat Rai, Rai Bahadur, Superintendent

of Jaipur Imperial Service Transport Corps.

*Extract from the Farewell dinner speech by the Hon'ble Sir Robert Crosswaite
the A. G. G. Rajputana at the Jaipur Palace dated the 24th December 1897.*

The noble work done by the Jaipur Transport Corps will reflect honor upon the Chief and will if possible make stronger and deeper the warm feelings which we all have for Rajputana.

*Extract from Report on the Political Administration of the Rajputana
States for 1897-98.*

Jaipur Transport Corps.

20. The corps has been on active service throughout the Tirah campaign at the front. They started fully equipped with the most commendable promptitude in the beginning of September and are stated to have done most valuable service. His Highness the Maharaja may be justly proud of the efficiency of the corps. The Superintendent, Rai Bahadur Dhanpat Rai, is admirably fitted for his post and is a most capable officer.

I regret to say that this is probably Captain Cookson's last year with the corps. He accompanied it on active service and will be a great loss to the force when he goes. The Durbar, I know, would have been very glad if his tenure of appointment could have been extended.

JAIPUR RESIDENCY.

No. 3045 of 1898.

Dated Jaipur, 28 September 1898.

From,

Major R. H. Jennings R. E.,

Resident.

To,

The Secretary,

Council,

Jaipur.

The undersigned has the honor to state that Her Majesty the Queen-Empress of India has graciously signified Her desire to present a photogranure

of Herself to each of the officers who formed part of the Cavalry Guard of Honor on the occasion of the celebration of the sixtieth year of Her Majesty's reign.

2. A copy of the photogranure is sent herewith, and it is requested that the Durbar will be good enough to hand it over to Rai Bahadur Dhanpat Rai Sardar Bahadur.

3. The Queen has expressed a wish to see the acknowledgement for the portrait and the receipt should be informed accordingly so that his letter (which should be forwarded through this office) may be in a suitable form.

(Sd). R. H. JENNINGS, R. E.,

Resident.

True Copy.

RAM PRATAP,

Secretary Jaipur Council.

Copy of a letter dated the 10th October 1898 from Rai Bahadur Dhanpat Rai Sardar Bahadur Superintendent I. S. Transport Corps Jaipur to the Resident Jaipur.

I beg to acknowledge, with very many thanks and grateful acknowledgement for the high honor done to me, the receipt of a photogranure of Her Gracious Majesty the Queen Empress of India received with your letter No. 3045 dated 28th September 1898 to the Secretary Jaipur Council.

This photogranure will for ever remain in my family as a token remembrance of Her Majesty's Gracious kindness and of the honor done to me in allowing me to have formed part of the Cavalry Guard of Honor on the occasion of the celebration of the sixtieth year of Her Majesty's beneficent reign.

Copy of a D. O. letter from E. R. Irwin Esqr., Resident Jaipur dated the 30th April 1899 to Rai Bahadur Dhanpat Rai, Sardar Bahadur, C. I. E.

"Her Most Gracious Majesty the Queen-Empress has been pleased to direct that you should be informed that She personally received and Herself read your letter acknowledging the receipt of the photogranure presented to you.

Extract from the Pioneer dated 22nd April 1898.

*Copy of speech delivered by Col. H. Melliss Inspector General of Imperial
Service Troops in India.*

Sirdar Bahadar Dhanpat Rai and Officers of the Jaipur Imperial Service Transport Corps. Since I last inspected you, you have been through another hard campaign and returned to your homes with much renown and honor. When in September last year the order came to you to mobilise for war, right loyally and with enthusiasm, did you respond to the call and ere many days were over you were busily at work beyond the frontier of the Empire, on the borders of the land of the Afridis transporting daily with care and rapidity no less than 460 maunds of Stores over a distance of 47 miles of country. Then later across the difficult passes and in the inhospitable valleys of the Tirah you did yeoman's work, cheerfully facing all the difficulties of enduring the hardship of as evere campaign. Rightly did you earn the unqualified praise and eulogy of those under whom you served and also of those who had opportunity of witnessing your work and your organisation. I compliment you on your being self-supporting throughout all these months for you made no demands on the departments of Supply except for food and forage. Now men of the Jaipur Transport Corps though it does not fall to you to electrify the world by the execution of brilliant charge, or the storming of well nigh inaccessible heights, yet you share in the glory attending these exploits, for without efficient transport such as yours is—these achievements would be fewer and farer between. I would have you know that in the history of all campaigns the part played by the Transport Corps is prominently recorded and when the history of Tirah is written, there amongst its pages will be found the story of your good work, and the name of the Jaipur Transport Corps will be handed down to posterity.

To His Highness the Maharaja and to you Kanti Chandar Sahib as Minister of the State we owe our thanks for the great interest you have always taken in the corps from the day of its birth, up to now, and I can assert with confidence that its efficiency is in a measur due to this interest.

Sirdar Bahadur Dhanpat Rai I congratulate you on the able way you commanded your Corps on service its work and yours have been highly appreciated by the Government of India, and you show me that your energy remains unimpaired by the excellent condition in which I have found the Corps this morning. Most rapidly and effectively have you made good all defects. Your harness and your ponies show no sign of the strain which the corps has gone through. You are ready in all respects to take the field again, and when you do so, I feel confident you will render as good an account of yourself as you have done heretofore.

April 1898.

Extract from the speech of Hon'ble Mr. Martindale, the A. G. G. Rajputana at Jaipur published in the Pioneer of the 25th January 1899.

I have not yet had opportunity of seeing the Transport Corps which His Highness has now for several years maintained at very considerable cost as his contribution towards the great scheme of Imperial defence in India. That pleasure is reserved for tomorrow morning. But its efficiency and utility are known to all who are interested in such matters, and how highly it is valued by the military authorities is proved by the fact that it alone of all the Imperial Service Corps in Rajputana has already twice in its short life of eight years been called upon to take its share in actual warfare on the frontier—once in the Chitral Expedition of 1895 and again so lately as last year when it did yeoman's service in the Tirah operations: dual service which His Excellency the Viceroy has recognised by increasing His Highness's salute and adding the name of Rai Bahadur Dhanpat Rai Sardar Bahadur, to the list of members of the most Honourable order of the Indian Empire.

Extract from His Highness' reply to the above speech

I am also proud of the Jaipur Imperial Service Transport Corps which under the able supervision and guidance of Rai Bahadur Dhanpat Rai Sardar Bahadur has been use to Government at Chitral and Tirah.

On the morning of the 17th Mr. Martindale inspected the lines of the Jaipur Transport Corps which paraded under its able superintendent Rai Bahadur Dhanpat Rai Sardar Bahadur, C. I. E. This Corps, it will be remembered, did good work on service both in the Chitral and Tirah Campaigns. The full strength of the Establishment is 600 drivers with 600 carts and 1200 ponies. Both men and horses looked thoroughly fit and workmanlike. The Corps, apart from its war services, is most useful in various ways in the State itself, thereby presenting a valuable set off against the cost of its up-keep.

*Extract from the Report on the Political Administration of the Rajputana States
and Ajmer Merwara for 1900-1901.*

Para 6 of Jaipur State.

The famine was probably as successfully combated in Jaipur as in the adjacent British Indian territory. In this respect it may be claimed that the Jaipur famine operations were in advance of most of the other States in Rajputana. This fact the more notable in so much as no recourse was had to borrowing from Imperial Sources. The famine was fought, and well fought, by the State with its own funds and for the most part with its own personal. His Highness the Maharajah's keen interest in the campaign, and his liberality, both in his State and outside, are sufficiently well known to make further reference to them unnecessary.

Para 11. The strength of the Imperial Service Transport Corps at the close of the year amounted to 744 men (including officers), 1169, ponies, 556 iron carts, and tongas.

Though the corps has not been an active service during the year under report, it has waged a successful campaign against the famine, in regard to which its services have been invaluable.

The medals for the Tirah Campaign were distributed by Colonel Beatson in December 1900, whilst the Corps had the honor, in January 1901, of being inspected by His Excellency the Commander-in-Chief.

True Extract
MOOLCHAND,

19th Feb., 1907.

Asst. Supdt. I. S. Jaipur Transport Corps.

Extract from the Pioneer dated the 26th January 1901.

Visit of the Commander-in-Chief.

His Excellency General Sir Power Palmer, K. C. B. Commander-in-Chief in India accompanied by Lady Palmer, Major General Sir E. R. Ellis, and Captains Beaty and Wetson A. D. C.'s visited Jaipur on the 19th January and were the guests of the Resident.

During his short stay H. E. inspected the famous Jaipur Transport Corps, perhaps the most practically and useful Imperial Service, Regiment in India, and a minute examination of the men, the carts, the ponies the accouterments and Store Depot. That the result of his inspection was satisfactory may be inferred from Sir Palmer's own words quoted below, and Maharajah of Jaipur, as well as the Commandant of the Corps Rai Bahadur Dhanpat Rai C. E. I. may well feel gratified at the encomium passed by so high an authority.

Extract from His Excellency's Speech.

The appreciation of successful administration comes more appropriately from the Government than from a soldier ; but I cannot sit down without alluding to a subject on which I can bear testimony. I mean the valuable services rendered to the army by the Jaipur Transport train during the north-west disturbances in 1897-98. As the Transport Department served under me when I was General of Communications in the Tirah Campaign, I can speak from personal experience of its great value. From the base to the hill country the Jaipur Transport assisted in carrying our stores in carts and when we got into those dreadful hills the same ponies, converted into pack animals, worked to the front, and I can testify to their value at a time when owing to the abnormal strain on animal carriage we were in want of every assistance we could get, and, as head of the Army in India at present, I am glad to take this opportunity of thanking His Highness the Maharajah of Jaipur for the help he gave us in our time of need. Like many other loyal

Princess of India, who have lately so nobly come forward with officers of men and money for the China War, the Jaipur State again offered its transport for the services of Government, and we would again have gladly availed ourselves of its services had it been necessary. At the same time we know when we have a good thing, and were loth to send beyond the seas what might be of the greatest use to us if suddenly required to mobilise our Field Army in India. I must not forget in this connection to mention my old friend Rai Bahadur Dhanpat Rai C. I. E. whose name is one to conjure with as an administrator, and to whom the Jaipur Transport train, which I inspected this morning, owes so much for its efficiency.

Extract from Report on the Political Administration of the Rajputana States and Ajmer-Merwar for 1901-1902.

Transport Corps.

Para 16. This Corps, though it has been no active service during the year under report, has maintained its high standard of efficiency under its most capable Commander, Sardar Bahadur Dhanpat Rai, C. I. E. Some difficulty has been felt in recruiting the right stamps of men, and it will be necessary before long to raise the wages of the men to the standard existing in neighbouring State.

Dhanpat Rai's self-invented Transport and Ambulance Carts are receiving great attention all over India, and have much impressed all the Military visitors, foreign and English, who have visited his lines.

COMMANDER-IN-CHIEF'S CAMP,

11th June 1903.

My dear Danpat Rai,

I think your report which I assume is correct, shows you had a very hard time of it.

I am very far from satisfied with the work of the Brigade Transport Officers on whom devolves the care of all carriage under them.

We have a good deal to learn in the case of Transport on the march.

I consider you had a very difficult job to carry out, as there is no doubt the carriage supplied was inadequate to the requirements, and the arrangements for loading supplies at depots were nil and further having to keep the Division clear of the routine bivouacs and camps of the Infantry behind, necessitated our taking up advanced bivouacs which of course threw a lot of extra work on the transport.

Still had the Brigade Transport Supply Officers done their work more intelligently I am of opinion the Transport could have had a much better time of it.

I appreciate very highly the most excellent work the Jaipur Transport did, under all circumstances. The men and officers worked with untiring zeal and energy, and I think the Division owed a very great deal to their efforts.

I am personally indebted to you for the great interest you took in the welfare of your transport I only wish I could have lightened your labours ; as it was, owing to the good work of the transport under you, we were enabled to keep our men and horses fed at times when the circumstances rendered it impossible without an enormous amount of extra work on the materiel and personnel.

Yours Sincerely

(Sd). E. LOCHE ELLIOT, MAJOR-GENERAL.

22nd May 1903.

My dear Sir,

I return the two letters which I have read with much interest.

The way in which the officers and men worked at the Manœuvres and afterwards at the Durbar is highly spoken of on all sides and reflects the greatest credit on yourself, N. C. Officers and men of the Corps.

Yours Sincerely,

(Sd). I. C. PEARS, Lt., Col.

To Rai Bahadur Dhanpat Rai C. I. E.,

Resident Jaipur.

Sirdar Bahadur.

Extract from the Pioneer dated 13th Jnly 1903.

On the return Journey to the Agency His loyal Highness alighted from his carriage to inspect the Jaipur Transport Corps being subsequently jointed

by Her Royal Highness the Duchess of Cannaught and all the Members of the staff. The Transport Corps marched past under the Command of Sirdar Bahadur Major Dhanpat Rai C. I. E. All present took great interest in the various units and at the termination of the march past the Duke of Cannaught saw a transport cart taken to pieces and packed for railway carriage. H. R. H. then closely examined the convertible ambulance carts expressing entire approval of their ingenious construction. Several officers of the British Army are on the Duke of Cannaught's staff and as they were present the portable Kitchen was next put into work and every detail shown to the practical soldiers.

Extract from the Reprt on the Political Administration of the Rajputana States and Ajmer-Merwara for the year 1902-03, Jaipur.

15. Over 400 transport carts and tongas and 900 ponies left Jaipur in October 1902, and were employed in the Delhi manœuvres, and afterwards in connection with the Viceregal Camp at Delhi. The manner in which the work was carried out reflects the greatest credit on Rai Bahadur Dhanpat Rai, C. I. E. Sardar Bahadur, and on the officers and men of the Corps.

Extract from the "Pioneer" of the 23rd November, 1905.

THE ROYAL TOUR.

Arrival at Jaipur, 21st November.

A Transport Train.—Later the Prince inspected the Jaipur Imperial Service Transport train, under its Commandant, Rai Dhanpat Rao Bahadur. This train, which consists of 600 cart and 1,200 ponies, has done splendid service on the frontier and is in a most efficient state. The Commandant showed his new pattern combined cart and kitchen for native troops, which seemed an excellent invention and should be experimented with. The movements necessary to turn the ponies into pack animals instead of being used in carts were also gone through. The Prince was highly pleased with the train and complimented Dhanpat Rao on its efficiency.

Extract from the reply of H. R. H. the Prince of Wales to the speech of H. H. the Maharajah of Jaipur published in the "Pioneer" of the 24th November 1905.

Jaipur 22nd November.

I was much interested yesterday in seeing the Imperial Service Transport Corps, which is maintained by you in so efficient a condition, primarily for the defence of India. I rejoice to think that the corps has been able to win laurels, not only in military campaigns but also in the strenuous war which His Highness wages against famine.

